J. L. MARLING, E. G. RASTMAN, G. C. TOUBETT, M. C. C, CHURCE.

WEDNESDAY MORNING, NOV. 23, 1853.

THE BILL TO SIMPLIFY THE PRACTICE PLEAD-

INGS AND PROCEEDINGS IN THE COURTS OF This bill now in our office for publication abolishes the proceeding by common law action in the Circuit Courts, as ejectment, replevin, trover, cove-

nant, debt, trespass, &c. It also abolishes the proceeding by bill and answer in the Chancery Courts; and substitutes a proceeding by petition and answer for all cases now enforced by bill or by action .-There being but one mode of proceeding for the enforcement of either legal or equitable rights, no difficulty can arise from a question of jurisdiction. All the expense, delay and loss of rights, arising from this source, will be removed.

This is the first step in the process of amalgama

"The bill adopts substantially the rules in the Chancery Court as to parties. It requires the suit to be brought in the name of the real party in interest, except in cases of executors, administrators, and trustees. It authorises the bringing in of all persons interested in the matter in controversy, either as plaintiffs or defendants, and authorises parties to be brought in by publication in those which are now called law cases as well as in chancery cases. This will make the law uniform and harmonious in the matter of parties, and save much expense and delay in the determination of controversies arising from the restricted power of common law courts as to parties.

It abolidies the distinction between local and transitory actions, and establishes an uniform rule as to the counties in which suits are to be brought .-This will remove some obstructions in the path of

The bill abolishes the present forms of pleadings, and declares that there shall be no pleadings but petition and demorrer to raise a question of law, and no pleadings but petition and answer to raise a question of fact, except there be a set-off brought forward in the answer, in which case the plaintiff may reply. The bill requires the pleadings to be concise, in plain language and free from all technicalities, so that a juror, witness or party, may understand them. They must merely contain a cause or causes of action, a defense or defenses, not in a prescribed technical form as now at law, nor shall they contain a history of the transaction, with a large amount of extra and redundant matter as usual in chancery. The parties being subject to be examined, detail need be set forth in the bill with a view to require an answer in detail. The petition and answer and reply must be sworn to. This of itself would require an entire abolition of swear to many of the declarations, filled as they | goese! are with false and exaggerated statements.

The bill authorises the joinder of as many cause of action as the plaintiff chooses without regard to the nature of such causes of action. If either party desires to try them separately, on application the judge may so order, if he thinks it essential to justice, but all matters in dispute must be finally valuable provisions in the whole bill; and will cut off much cost and delay and greatly facilitate the settlement of controversies, and settle them more according to justice than by the present law. They may join causes which now require a suit in chancery with those which require one or two suits at law by different forms of action.

The bill allows amendments of the pleadings to be made at any time. The pleadings may be conformed to the facts proved without delay, provided, the opposing party be not actually misled by the pleadings as they stood, and provided the alteration in the facts stated in the pleadings so changed do not create a necessity for other testimony. This necessity, however, must be proved by affidavit or otherwise, not presumed. The bill contains various other provisions, which will in several forms of action reduce the pleadings to a few lines instead of n few sheets.

The bill provides that matters stated in the petition and not controverted on knowledge or belief shall be admitted, and no proof thereof shall be necessary. This will remove the necessity of much proof highly expensive and often ruinous to the loosing party.

The bill authorises the issuance of injunctions and other chancery process under the proceeding by petition, specifies the cases in which temporary injunctions may be granted, requires notice, to the adverse party, in certain cases, of application for injuction, and substitutes on order of the Judge for a

It contains provisions in lieu of the action of replevin. It authorises the judge or clerk on the performance of certain requisites to order the sheriff to seize personal property, and to order the defendant to deliver it, and this order may be enforced as injunctions are now enforced. Thus establishing uniformity in this particular.

The bill leaves those questions which are to be tried by the jury, and those which are to be tried by the court, as near to the present state of things as practicable, and authorises accounts to be taken. The bill requires the practice of oral examination in open court according to present circuit court practice, subject to certain limitations as to the dis- very considerably the list of goods imported dutytance witnesses may be required to attend according to Federal Court practice.

The bill authorises the parties to take each others depositions in cases in which the circuit court have now invisdiction, as well as those now triable in chancery; and authorises the parties to examine each other in all cases instead of one class of cases.

Thus making the law uniform and harmonious,-It aurhorises the examination of persons interested in the event of the case, and persons now incompetent by reason of a conviction for crime. This is what is called Chief Justice Dannam's act. It was passed in England in 1843, and has since been adopted in some four or five States. These objections strike at the credit due to such witnesses, not at their competency. These most important and valuable provisions go upon the idea that truth is impossible to be obtained in a multitude of cases without the examination of parties and persons interested: that more truth and light will be elicited in almost all cases than falsehood; that courts and juries are competent to give due weight to parties and persons interested when they are examined before them and are thoroughly sifted. The testimony of persons interested and parties may be rebutted by the party introducing them, and they are entitled to no artificial weight. If a party called up, swears to a falsehood it can be disproved by the

party calling for the examination. The bill authorises a trial by referees in cases of account under the order of the court, discreet men to be selected by the parties or by the court. Their judgment to be the judgment of the court, subject to be appealed from and reviewed as in other cases.

The bill authorises either party to submit a paper te the adverse party, and ask an admission of its | the subscription, and the Quorum Court, thereupon, genuineness, if he refuses the admission, and the pa- at the May term, made an order that the Chairman ner be proved, he pays costs of the proof.

obtaining possession of papers in the hands of an was done accordingly. Thus the contract beadverse party, either before the trial or at the trial tween the County and Railroad Companies was the City Hotel, which will be, when completed, the sets, Memorandum Books, 50 kinds, Foolscap, Letter and which is applicable to all cases.

It provides for uniformity as to judgments, executions and appeals. It adopts the common law practice as to bills of exceptions, and no proof goes up but what is inserted in the bill of exceptions.

and chancery systems of practice, and make one in lieu of both, adopting the best features of each system, and discarding the rest. The system proposed, abolishing the present arbitrary classification of ministering both in one proceeding, would accomplish the most important and valuable improvement in our jurist radence that could be made.

It is not at all probable that this bill is perfect in its details. If it be not, can it not be, perfected, its errors corrected, its deficiencies supplied in a four months' session?

The bill authorises the judges of the Supreme Court to make such rules and regulations as they may deem necessary to execute this law. This provision is intended to obviate unseen difficulties, and has been always adopted with the organization of new systems and new courts. It is a power onferred on the supreme court of the United States, and on the circuit courts of the United States, a standing power now in their hands. It is a nower conferred on the Judges, of the higher courts in England, and it is a power conferred on the Chancellors in 1835, and at different times on the Judges of the supreme court.

It directs the statutes to be digested in accordance with the proposed system. This will remove from the statute book a multitude of statutes now necessary to keep up two separate structures. and two systems of practice. It will thus reduce the size of the statute book. It will also prevent the necessity of ever recurring legislation on the subject of these jurisdictions.

The first supplemental bill revises and simplifies the statute of limitations.

Under the present law the limitation was made apply to the form of action. The forms of action being abolished by the bill, it proposes to apply the statute to the cause of action. This will render it so simple that a justice of the peace can understand it. The second supplemental bill abolishes the Chancery Courts, as it would no longer be necessary to have two courts with concurrent jurisdiction in all

This bill, if it becomes a law, will benefit the State as a body politic. It will benefit all parties litigant and will benefit the practising lawyer.

WHIG HUMILIATION Somebody in Georgia said of the Inaugural Gov. Johnson, of this State, that it "was a book in which his Excellency, true to his original calling, had shown more of the goose than the Governor." Whereupon, the Knoxville Register expresses the opinion that "it is humiliating to the pride of Tennesseans to hear and see in the papers of the country such remarks as this; and the humiliation is eightened by the reflection that such remarks do no injustice to the Governor of Tennessee."

What a pity it is, for their own sakes, that these federal whig papers cannot hide the contempt they feel for those who rise to high political positions from the working class! It has been beretofore proved that our Governor knows hore to handle a goose. From the noise of the federal whig papers, common law pleadings, as no honest man could | it is evident, also, that he knows what's need for

MESSAGE OF THE CHIEF OF THE CHEROCEE NATION. -We have received (says the Baltimore Sun) the annual message of John Ross, the principal chief of the Cherokee Nation, to the National Council, It is a concise, well written paper. He says that the year which has elapsed has been one of manifold blessings; the seasons have been propitious to the adjusted in one suit. This is one of the most tillers of the soil, and the footsteps of pestilence and famine have been far removed from their borders. He alludes in appropriate terms to the demise of Richard Taylor, Assistant Principal Chief; to the murder of Andrew Adair and his son George W. Adair, and gives a history of the circumstances connected with it; and then urges further legislation for the suppression of mobs and unlawful assemblages. He says, that the late delegation to Washington failed in their mission to sell to the Government the "Neutral Land," so called; and he protests against a claim set up by Thos. L. Clingman, on behalf of the Cherokees who remain in North Carolina, to a certain interest in the proceeds of said land in case it should be re-purchased by the United States. This failure leaves the finances of the Nation in an embarrassed condition. He proposes the establishment of a permanent agent at Washington; speaks of the Temperance reformation as having progressed to a gratifying extent; and says that education is meeting with increased favor among the people. The boundary indicated for the proposed territory of Nebruska, would, if established, encroach on the lands of the Cherokees; and to this invasion of their rights, guarrantied by the United States government, the message recommends that a solemn protest be entered.

> GOVERNMENT REVENUE .- It is estimated that the revenue of the government for the next fiscal year ending in 1853, will be over \$80,000,000; from custom alone, near \$74,000,000; from public lands and all other sources the balance. This might be matter of congratulation, were it not that it indicates a vast importation of goods, luxuries and fashions, that require enormous sums of money to pay for. We are a very fast people, and as a nation have got to living fast, and spending money very profusely. The Americans have become the most extravagant people in the world. But with eighty millions of revenue our government will be able to accomplish purposes much desired and much needed. The public debt can be extinguished, the navy greatly increased, a grant of lands to the Pacific railroad, and the public buildings at Washing-

FOR THE UNION AND AMERICAN. To the Editor of the Republican Banner:

The notice published in your paper of the 18th of November, signed CHARLES MOORMAN and others, demands a passing notice at my hand. The Legislature of Tennessee during the session of 1851-2. passed a law authorising the county of Davidson to subscribe to various Railroad Companies whatever amount of stock said court may deem expedient, and to issue the Bonds of the county for the stock so subscribed, providing, however, that the County Court should not so take stock until the question should first be submitted to the voters of the comty, and the majority of such voters shall have deided in favor of taking the stock proposed (see session acts, page 275, sections 12 to 20.) In pursuance with this law, upon application of the represenatives of the several companies referred to in said notice, the Quorum Court (which under the law has power to discharge all the duties therein named except to levy the tax and appropriate the dividends upon the county stock,) rendered orders directing the Sheriff to advertise and hold an election on the 26th day of March, 1853, upon each of the propotions submitted to the Court by said Companies. The Sheriff's return, on file in the office, shows a

decided majority in favor of a subscription to each of the Railroad Companies mentioned.

At the April term of the quarter Session Court. an order was rendered appointing Messrs. E. H. Ewing, R. J. Meios, and R. Horsron, a committee to report upon the propriety of making the subscription. Said committee reported in favor of making subscribe the stock in conformity to the vote of the er be proved, he pays costs of the proof.

The bill authorises a more convenient method of people and the report of the committee, which life and animation to every department of business. done but to execute it or repudiate it.

J. H. McEwen. The object of the bill is to blend the common law | this mornin in hogs or provisions,

FOR THE NASHVILLE INISH AND AMERICAS. SALARIES OF THE JUDGES.

To the Editors of the Union & American : This is the most appropriate time to fix the salarights and remedies into legal and equitable and ad- ries of the Judges and Chancellors. All seem to admit that they are very badly paid; when the requisite qualifications for the station and the heavy expenses they are bound to incur at taverns, travelling and the purchase of books are taken into view. The compensusation should be such as to draw from the Bar to the Bench the ablest lawyers, and this can only be done by giving them something like what they can make in the practice. It is certainly to the interest of the people to get the ablest men on the Bench. To the Judiciary all must look for the protection of property, character and personal liberty. The compensation should be so fixed as to enable men who have the ability, to accept without regard to their pecuniary circumstances. Now unless a lawyer has some other means of support, he cannot go upon the Bench if he has a family. So the poor, no matter how well qualified they may be, cannot, in justice to their families, accept Judgeships. A Judge should devote his whole time to the study of his profession, and not be under the necessity of diverting his attention to other means of making money to splice out an insufficient salary. The people are willing to pay what is proper, but timid politicians refuse. What a pity it is that men in public places will not do right and trust to the wisdom and intelligence of paraged by an opposite course.

They always sustain what is right when properly presented to them and fairly explained. On this subject there is believed to be but little or no division among the people. It is confined to the small politicians. I have said this is the most fitting time to act upon this subject. By article 6, section 7 of the Constitution the compensation of Judges cannot be "increased or diminished during the time for which they are elected." So if it is not done by the present Legislature it will be eight years before it can be again acted upon. The election goes before the people now for the first time and the amount of the salaries should go with it. Let the pay be respectable, so that the first-rate men of the Bar in each Circuit or Division of the State can be induced to accept. Let it be such as to enable the Judge to feel independent and devote himself exclusively to his office for the benefit of the people who have honored him with their coxfidence and are willing to pay him liberally for his arduous services. Let it be such as to stimulate the young men to qualify themselves for the station. Tennessee is now, in all respects, about the fifth State in the Union. She cleared herself of the reproach of starving out her Governor by increasing his salary from two to three thousand dollars. Has any one heard the least complaint among the people about this? Has any member who voted for it found any difficulty at home? The people are ahead of the politicians on this subject. They are ready to do right. The poor man is aware that it costs him nothing, and the property holder is willing to pay because he has the better protection from the talents drawn out by good salaries.

Compare the pay of our Judges with that given to qualified men in other stations. Our Governor now gets \$3,000; and how does his labor compare with that of a Judge? That of the Judge, says Governor CAMPBELL, who has filled both stations, Real Estate is twenty times greater. The truth of this remark is Slaves Machine Shop Maknown by all men, who are acquainted with the subject. The Desident of a Railroad gets from four to five thousand dollars a year. The Presi dents of some of the Banks in Nashville get three thousand dollars. The Architect of the new Capi- City of Nashville tol two thousand five hundred, and I have heard there are Book Keepers in your city of Nashville who get two thousand dollars a year for their services. Now should it be expected that a man who has spent a long life in the acquisition of that knowlsige necessary to quallify him to discharge the important functions of a Judge, and can make, if he be thus qualified, from three to six thousand dollars at the practice, would be content to serve in an office so responsible and laborious for fifteen hundred dollars? It should not be required, even if many are willing for the honor, or because they have other means of support, to take the offices. How often is it found that the best qualified men in the Circuits or Divisions positively refuse to accept these places, on the ground that the pay is so much less than they can make at the Bar and will not support them and their families?

But let us compare the salaries of our Judges with those of other respectable States.

South Carolina has four Chancellors at \$3,000, six Judges of the General Sessions and Common Pleas at \$3,000, and one at \$3,500.

Louisiana. Four Judges of the Supreme Court at \$5,500.

Pennsulvania. Salary of Chief Justice. \$3.666. Massachusetts. Five Judges of the Supreme Court. at \$3,500, for the Chief Justice, and \$3,000 for each

of the other four. New York city and county. Six Judges at \$3.

From these instances it will be seen how this matter is regarded by some of our sister States .-As to size, and quantity of business, Massachusetts is inferior to Tennessee. But she employs fice Judges to do the business of her Supreme Court, and pays them \$3,000 each, with an additional \$500 to the presiding Judge, when Tennessee only employs three Judges to do the same or more business. and pays them \$1800! Should we talk any longer ton speedily completed. We can afford to increase of Yankee parsimony? Surely our present Legislature will wipe off this reproach as to the Judiciary

as the last did in relation to our Executive. It may and ought, however, to be said in justification of the Legislature, which fixed the present very inadequate salaries, that the times were then very different from the present. The cost of living was not half so much, nor the price of land and other property near so high. Now everything has cone up and our Judges ought to be enabled by their pay to sustain themselves independently in the society and circle in which they live. The high respensibility of the office requires this. The people would underrate and condemn him if he did not

It is believed that it is only necessary to get the members of the present Legislature to look at this | Past D. D. Grand Master of the Grand Lodge of Northern subject right, to settle the question in accordance with the honor of the State and the best interest as well as the wishes of the people. This is the opportune moment and the only time to do it. The esent is a high toned, intelligent and liberal Legslature. None more so has for a long time, or pernaps will very soon again convene. No one should think of less than \$3,000 for the Supreme Judges and \$2,500 for the Chancellors and Circuit Judges This is not, and cannot be made a party question. It is one of justice, involving the interest of all and about which there should be no division among the members, as it is believed there is none among the

Many other arguments suggest themselves, which I may hereafter give the public in another com- OLUTION .-A DEMOCRAT.

OUR CITY IMPROVEMENT .- Our city is in a thriv ig condition, so far as improvements are concerned, and every day is developing new and important improvements. Fine houses are springing up in every lirection, and various machine shops, Steam Flour most extensive and convenient Hotel in the State. Note Paper, and Envelopes, Ink, Gold and Steel Pens, rendered complete, and nothing remains to be in most extensive and convenient flote in the rendered complete, and nothing remains to be in the rendered complete, and nothing remains to be in the rendered complete. fine style, in the early part of the summer. Col. Churchwell, who is building and furnishing this Hotel, deserves great credit. He is giving his per-CINCINNATI, Nov. 21 -noon.-Flour firm with sonal attention to it, and will, until he leaves for sales at 5 15a5 20; Whiskey 214. Nothing done this mornin in logs or provisions.

Washington. Indeed he is one of the most public spirited men in the place,—Knoxville Weig. spirited men in the place,—Knowville Weig.

NASHVILLE, Nov. 19, 1853.

Editors Union and American : After four years of arduous and laborious toil upon the Nashville and Chattanooga Railroad, prosecuted under many discouraging circumstances, in the Mountain portion of said road, and often visited with various epidemics of Cholera, Small Pox, Typhoid Fever, and short estimates, which greatly increased the costs, and suspended his labors, without curtailing his expenses; the undersigned finished six of the heaviest dirt and rock sections upon the same-and at a cost largely beyond the amount he received therefor. And who embarked in this great enterprize, in the hope, that its successful completion would render his county rich and prosperous, and to enable him to "struggle" through with his contracts, he has expended every dollar he received from the company and had to draw largely upon his

own private means. The undersigned will state, that in the past few days he has been in Nashville, he has settled his accounts with the company, and finds that, after geting the legal credits he was entitled to, and inclu ding his own stock, his indebtedness to said road will fall short of \$20,000. And he will further state, that he has other equitable claims against said company, which, if allowed, will greatly reduce that amount, and if so, the undersigned is able and willing to pay; although Dr. Armstrong says he is a Bankrupt and a Russian Baron-the first statement is simply untrue, and as to the second, he would much the people to sustain them. The people are dis- rather resemble a Russian Baron, than partake of the attributes of a Bedford Bear.

P. S. DECHARD. ABSTRACT OF THE CONDITION OF THE BOOKS OF THE NASHVILLE AND CHATTANOOGA RAIL-

|   | ROAD COMPANY                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
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|   |                                           | Constructions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |             |
|   | Graduation and Cul-                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | D           |
| 1 | vert Musonry                              | \$1,169,580 K                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |             |
|   | Railroad Iron                             | 711,976 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| i | Timber for Super-                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
|   | structure                                 | 150,409 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 9.          |
|   | Laying do                                 | 128,044 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
|   | Bridges and bridges                       | The State of the S | 300.00      |
|   | unfinished                                | 256,448 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4           |
|   | Engineering                               | 78,828 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 9           |
|   | General Expenses #                        | 50,550 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 6-2,540,838 |
|   | 2000                                      | Equipment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |             |
|   | Depot Lots                                | 85,819 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 4           |
|   | Depot Buildings                           | 75,750 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
|   | Wood sheds and wa-                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 55          |
|   | ter stations                              | 18,856 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 9           |
|   | Division houses                           | 4,281 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |             |
|   | Tools                                     | 10,142 9                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
|   | Locomotives                               | 147,721 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
|   | Cars                                      | 111,678 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
|   | Construction of Ma-                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
|   | chine Shop                                | 1,848 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1-403,537 1 |
|   | "PREEDING OF                              | 0.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |             |
|   | * t                                       | Contingencie                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |             |
| 1 | Interest No. 1                            | 185,569 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| ı | Interest No. 2, "stock                    | WO MAD 100                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |             |
| 1 | issued,"                                  | 88,390 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |             |
| ı | Interest to 1st July,<br>1853, "stock not |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| ı | issued."                                  | 247 742 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| 1 |                                           | 141,516 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| 1 | Discount on N. and<br>M. Bouds 66,821 98  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| ł | Less prem, on                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| J | honds en-                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| ı | dorsed by                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| ı | State, 2,868 58                           | 63,358 40                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| ı | Damages to N. & M.                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| ı | Turnpike company,                         | 23,969 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |             |
| 1 | As                                        | The Carlotte Line Co.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |             |

16,099 58-468 985 05 Assetts. Company Bonds in the hands of Sel-don, Whithers & Co. Company Bonds in the hands of Trea 50,000 00 Due from sundry per-44,914 67

\$4,999,877 39 Capital Stock as follows Charleston 30,000 00 Geo. Railroad and 950,000,00 Interest to subsc 179.907 98-9978 916 98 Company's 30 years bonds endorsed by State

Company's 20 and 25 years bonds Bills payable 869,548 70 Due to sundry persons Suspense Account 57 12 Cash received from transportation department 78,230 66 TRANSPORTATION-

Conducting Transportation Maintenance of Way Maintenance of Cars Due to Agents and sundry persons \$911.974 04 Profits of Road as per Report Dec. 5, 1852, 28,849 61 Suspense Account Due to sundry persons

OFFICE N. & C. R. R. CONPANY, Nashville Nov. 16, 1858. V. K. Stevenson, Eq., President of said Company The foregoing abstract shows the condition of the affeirs y on the 1st instant, All of which is respectfully submitted

W. A. GLEAVES, Tressurer.

## COMMERCIAL.

NASHVILLE, Nov. 23. Corrox -We notice very little activity in the market yes terday-only 12 bales sold at 834 of inferior quality. ADIES WINTERSHOES-WE ARE NOW

Ladies' winter Gaiters, assorted colordo Kid, Moroeco and Calf Skin Boots; do Baskins and Sliopers; do White Kid and Satin Gaiters; tion to a large assertment on hand for Lapres, Gen

TLEMEN, MISSES, BOYS, and CHILDREN, adapted to the season to which we invite the attention of purchasers, wholesale and retail.

A. B. & C. W. ROBERTSON, TOTICE-THE WATER WILL BE SHUT off from the upper parts of the city at 10 o'clock this sorning, and remain off all day. Those living on the high oints of the city will avail themselves of this notice, and

lraw off a sufficiency to last them during the day J. M. SEABURY, S. N. W. W. BUILDING LOT FOR SALE-A DESIRA-BLE Let on the West side of Gallatin Pike, t iles from Nashville, containing 10% or 11 acres, adjoin-g the residence of P. Wagner, Esq. Terms liberal. Apply at office No. 63 Cherry st. B. W. BROWN, Agent.

I. O. O. F. THE ODD FELLOWS' POCKET MANUAL: A correct guide in all matters relating to Odd Fellowship; and conaining a complete Directory of the Lodges in the United States By James S. Ridgley, Grand Secretary of the Grand Lodge of the United States, and Pascal Donaldson, New York, with over one hundred Embellishments. For THIRD VOLUME, GREENLEAF ON EVIDENCE, for SWANN'S TENNESSEE REPORTS. For sale by

Or, Sketches of all distinguished women, from the boginning till 1850-arranged in four eras, with selections from Female writers of every age. By Sarah J. Hale. Illustrated by two hundred and thirty por-

SELECT BRITISH ELOQUENCE : Embracing the best speeches entire, of the most eminent orators of Great Britain, for the last two centuries; with sketches of their lives, and estimate of their genius, and notes, critical and explanatory. THE SAGES AND HEROES OF THE AMERICAN REV-

Including the Signers of the Declaration of Independence. Two hundred and forty-three of the Sages and Heroes are presented in due form, and many others are named incidentally. THE WORKS OF DANIEL WEBSTER Edited by Edward Everett. Complete in 6 vols., with

four steel Engravings. DAY BOOKS, Ledgers, Journals, Cush Books, Record Sand, Blotting Paper, Check Books, Note Books, Bills of Lading , &c, &c For sale by -JOHN YORK & CO.

Gold Pens.

JOHN YORK & CO, have just received a variety of su-

CANDIDATES.

FOR SHERIFF.

The We are authorized to announce L. W. Pesset, as a candidate for re-election to the office of Sheriff of Davidson county, at the next March election.

The We are authorized to announce John K. Edwonson, a candidate for the Sheriffalty of Davidson county.

We are authorized to announce ENOCH CUNNINGHAM, as a candidate for Sheriff at the ensuing election.

The We are authorized to announce William Luton, as a candidate for Sheriff of Davidson county, at the ensuing election.

"We are authorized to announce E. B. BIGLET as a andidate for sheriff, at the ensuing election. CLERK OF THE COUNTY COURT.

We are authorized to announce Josian Francis as a candidate for County Court Clerk at the cosming election.

We are authorized to announce Frank R. Chratman a candidate for re-election for County Court Clerk at the ensuing election.

uing election.

137 We are authorized to announce Isaac M. Jones a can-lidate for County Court Clerk, at the next March election.

FOR COUNTY TRUSTEE.

FOR COUNTY TRUSTEE.

To We are authorized to announce JOHN RAINS for re-election as County Trustee at the ensuing election.

FOR We are authorized to announce THOMAS SUMNER AS a candidate for Trustee of Davidson County.

To We are authorized to announce GROBER CLARK AS a candidate for Trustee of Davidson, at the March election. To We are authorized to automace the name of W. K. IUNTER (Collector) as a candidate for Trustee for Davidson ounty at the next March elections.

CARRIAGES FOR HIRE,-THE SUB-SCRIBER returns his thanks for the large share rounge he has hitherto received in his line; and would NEW STILE CARRIAGE, which, together with other good ones, be offers for hire day and night. He has careful and experienced drivers, and can be found at all times at the Verandah Stables, therry street. He will drive his new Carriage himself at all times. JERRY STOTHARD.

CENTS' DRESS SHOES AND BOOTS .-Shoes low cut; French Calf Opera Boots;
"Pump sole dress Boots;
RAMAGE & CHURCH, Just opened by

ADIES' DRESS SHOES. lies' White Kid and Satin Slippers and Gaiters: RAMAGE & CHURCH, 42 College stree

THE STOCKHOLDERS IN THE NASH-VILLE STONE DRESSING COMPANY being en-gaged in other pursuits which prevent their giving proper attention to the above business, have directed me to offer the same FOR SALE.

The undersigned having for some time acted as agent for The undersigned having for some time acrea as agent the Company, can give all nocessary information as to the capability of the establishment to realize profits, equal to any other business now conducted in the city of Nashrille. Under his instructions, he will be able to give a GOOD BARGAIN in the premises.

J. B. JOHNSON, Agent.

SPICES. -20 BAGS SPICES: 90 bags Pepper; 20 bags Ginge Received this day per steamer Hartsville

M'CREA & TERRASS. JAVA COFFEE. 40 PACKETS BEST OLD he, received per steamer Hartsville.

M'UREA & TERRASS. MADDER-I CASK BEST DUTCH MAD-der, received to-day.

M'CREA & TERRASS. DORT WINE-20 BARRELS PORT WINE, BRANDY-10 CASKS SIGNETT AND DU-

50 DOZEN BUCKETS FOR SALE BY MACKEREL-20 BARRELS MACKEREL: Just received and for sale low by

JOHNSON, HORNE & CO.

STAR CANDLES -- 100 BOXES STAR CANjust received and for sale low, to close, by JOHNSON, HORNE & CO. CUGAR-20 BARRELS CRUSHED SUGAR: 20 bbls Loaf Sugar; 10 bbls Powder'd Just received and for sale by JOHNSON, HORNE & CO.

BAR LEAD-5 KEGS BAR LEAD; Just received by JOHNSON, HORNE & CO. MENT-300 BARRELS Louisville Hydraulic Cement JOHNSON, HORNE & CO. CALT -- 200 BAGS TURKS ISLAND SALT;

> JOHNSON, HORNE & CO. AUCTION SALES.

LARGE SALE OF FALL AND WINTER DRY GOODS. BY JOSEPH F. DUNTON.

WEDNESDAY November 28, 1838, commencing at We would call the attention of our city and country trade to this Sale which will comprise one of the best assorted Stock of Goods ever offered in this market. As the selection is entirely new, buyers will find at this sale a larger variety than has ever been offered at any one sale. In part as follows: Black, Brown and Blue Cloths, Black and Faney Cassimeres, Black, Blue and Faney Sattinetts, Tweeds, Jeans and Kerseys, Pilot Cloths, Blue, Brown, Red and White Blankets, Plain and Faney Siks, Satin d'Chenes, Plain and Faney Satin do, Silk Velvets, Fine all Wood Freuch Merinos, English do, Coburg Cloths, Plain and Figured Alpaceas, Red, Green and Yellow Plannel, all Wood Clouk Lining, Canton Flannels, Mushn d'Lane, Cotton Velvets, Linsies, Gingbams, Jackonetts, Swiss, Cross Bar Muslins, Cambries, Bishop Lawns, Victoria do, Dotted Swiss, Apron and Red Checks, Hickory Shirting, English and American Prints, Curtain and Dil Prints, English and American Prints, Curtain and Oil Print Bleach and Brown Drills, Black and Brown Domestic, Tiel ings, Canvass and Vest Paddings, Merino and Cotton Un-der Shirts and Drawers, Silk, Lambswood, Merino and Cotder Shirts and Drawers, Silk, Lambswoot, Nermo and Cotton Hose, Silk, Linen and Cotton Lace, do. Edging, Canton crape, Merino and Lama Shawis, Silk Lineu, and Cotton Threads, Suspenders, Buttons, Tapes, Pocket and Table Cutlery, Pins, Needles, Guns and Pistols, Silk, Fur and Wood Hats, Caps, Fiddles, Looking Glasses, Roots, Shoes, etc. etc.

TERMS OF SALE. All sums under \$200, Cash; all over \$200, on a credit Sale every Thursday evening through the year. C. FOX, Auctioneer. nov17-td

FOR SALE. A PERSON LEAVING THIS ountry for the Sou that desirous of disposing of a large uilt family CARRIAGE, for which Nine Hundred well-built family CARRIAGE, for which Nine Hundred Dollars was given four years since, and which has been but very little used, with a pair of fine HORSES, for which Five Hundred Dollars was given three and a balf years since; they, also, have been but little used. They will be sold on a credit of six months, payable at the Union Bank with good endorsement, to the highest bidder. nov15-td.

2-7 The above will be sold on Saturday the 19th inst., at the Market House, on the Square.

L'RESH RASINS .- 50 BOXES MR RASINS ; C 50 ¼ boxes M R Rasins; 50 ¼ boxes M R Rasin Received this day nov20 R, J. NIXON.

FOR RENT FOR THE NEXT YEAR, the Third Story, Rooms suited for Offices or bed A the Third Story, Rooms suited for Offices or bed rooms on the second floor, and shops and offices ground floor of the Union Buildings on the corner of ground floor of the Union Buildings on the corner of Cedar and Cherry streets, opposite the Post Office. Apply to nov18—tf S. P. ALLISON, No. 61 Cherry st. COUND-IN THE PENITENTIARY YARD. the City Hotel and paying for this advertisem

CILK AND SATIN STOCKS. JUST RE-CEIVED a fine assortment of Scarf and Bow STOCKS every pattern and color. For sale by MYERS & Meiffelt, Ladies' and Gentlemens' Furnishing Store, No. 56 College street.

\$10,000. WISH TO PURCHASE ridge, 'at par, payable in Merchandise at cash prices. nov19-3m R. H. BROCKWAY, No. 71 Public Square

TWENTY-SEVEN LIKELY NEGROES and Girls, among whom are several superior house servants. Persons wishing to purchase will do well to call and examine, as we are determined to sell low for cash, novils.

DABES & PORTER, No. 35, Cedar st. N. B.-Also, a first rate House Carpenter W. PINN'S WALL, PAPER STORE, No. 41, Market Street, between Union and

the Square. Several new and beaugus of Decorative Pannelli Paper, just received. A great variety of Gold and Velvet Papers on hand, and cheap Wall Paper of every description. Paper Hanging promptly attended to a nov17 Market street, between Union and the Square,

MULES—BEEF AND PORK.
For sale 100 likely MULES, 2 and 2
years old; 35 BEEF CATTLE, (corn fed.) and 100 PORK HOGS. Persons wishing to purchase can see meat my residence in Bedford countr, 10 miles Southwest of Shelbyville, or address me by leiter at Richmo Post Office (nov. 15-4f. M. P. GENTBY

MILLIANERY. BONNETS, RIBBONS, &c.

No. 14 Cherry Street, near Union. M RS. E. LOCKHART respectfully informs the Ladies of Nashville and country, that she has now received her novi: Bonnets, Ribbons, Flowers.

Plumes, Trimmings, Linings, Thankful to the Ladies for past favors, I flatter mysel that I have something very beautiful to show them this season. Please call and see before you purchase elsewhere.

MRS. E. LOCKHART. 14 Cherry st. DICKLES, PRESERVES, ETC .- 50 DOZ. assorted Frekies, 100 kegs Pickled Oysters, 10 dez. "Preserves, 20 dez. cans Spiced Oysters, 10 dez. "Peper Sauce, 20 dez. cans Fresh Oysters, 20 dez. cans Fresh Peaches. Received to-day by nov17 R. & J. NIXON,

NEW BOOKS.

BOOK KEEPING.

BOOK KEEPING - Containing Nine Sets of Books, in ing a general knowledge of the Science, By Carres MAHEWS PRACTICAL SYSTEM-By Single and Don-

FULTON AND EASTMAN'S-Containing Practical Exercises for the Farmer, Mechanic, Merchant, and Profes stonal Man Full sets of Blanks for Fulton & Eastman's System, TOON & RUTLAND.

MECHANICALINTEREST. sers' and Mechanics' Pocket Book. By C. H. Has

The Engineers' Pocket Guide. By Thomas Kelt. The Mechanics' Text-Book. By Kell and Frost. The Artists' Guide and Mechanics' Own Book. Petking

The American Miller and Millwrights' Assistant. Hughes The Manufacture of Steel. By F. Overman The Moulder's and Founder's Pocket Guide. Overman The Turner's Companion. With Patterns and Instruc-

The Dyer and Color Maker's Companion. Nicholson's Mechanic's Companion, Our stock of Mechanical Works is gotten up with ure. Call and examine them.

TOON & RUTLAND. LAKE SUPERIOR.

Its Physical Character, Vegetation and Animals, comparwith those of other and similar regions. By Lorn Agustr. With a Narrative of the Tour, by J. E. Canor, and contributions by other Scientific Gentlemen. El egantly Illustrated. Pleasant Pages for Young People ;

Or, Books of Home Education and Entertai S. P. Newcoung, Illustrated. For sale by TOON & RUTLAND LETTER AND CAP PAPER.

Double Medium, Packet Post, Glazed Cover, and TOON & RUTLAND. Papers. Just received by PUTNAM'S MONTHLY-A Magazine of Literature,

sence and Art. The November with preceding numbers TOON & BUTLAND.

## STEAMBOATS.

FOR LOUISVILLE, CINCINNATI and Pittsburg. The new and splended passenger steamer, GEORGETOWN, Thomas Pos. senger steamer, GEORGETOWN, Thomas Por, Master. Will leave here positively, for the above and all intermediate ports, on WEDNESDAY, the 23d inst., at Sur o'clock, P. M. For freight or passage, apply on board, or to A. HAMILTON,

STEAMER NASHVILLE.—
STHUS. BELISNYDER, MASTER. This
superior Steamer having been thoroughly verbanled, during the past summer, is now in com-

r, and will resume her regular trips in the New Orl d Nashville trade, on the first rise of water. For freight or passage, having excellent accommodate.

J. A. McAULISTER & CO., COR MEMPHIS AND NEW OR-LEANS, the U.S. Mail Packet, CITY OF HUNTSVILLE, Capt. Camber. Leaves

bere on WEDNESDAY, the 2nd inst., at 6 P. M., connect A. L. DAVIS, A. HAMILTON, ASHVILLE, LOUISVILLE w. Milla, Master. This splendid new Pas-

songer steamer has been recently purchased for the above trade, and will make regular trips during the present season. Any business entrusted to Capt. Mills, will be carefully and promptly attended to.

A. HAMILTON, STEAMER IROQUOIS, C. PE-TERSON, MASTER. This splendid steam-having been thoroughly repaired, will run

Nea regular Packet between this Port and Frw Orleans, and will leave the first rise of water. For eight or Passage apply to J. & B. YEATMAN, NEW ORLEANS AND MEMPHIS U. S. MAIL PACKET THE splendid new passenger steamer, H. R. W. HILL, THOS. NEWEL, Maswill run in the above trade this sea son, leaving Memphis on her first trip on Saturday, the 22d of October. The HILL connects at Memphis with the Nashville and Memphis U. S. Mail Pack ets, and will give through tickets from New Orleans to Nashville.

The splendid passenger steamer JOHN SIMPSON, will leave Nashville every Wednesday, at 5 P M, with freight

and passengers for the Hill. A. HAMILTON, Agent. NASHVILLE AND MEMPHIS UNITED STATES MAIL PACKET LINE-FOR MEMPHIS, NEW ORLEANS, ST LOUIS AND LOUISVH.LE.—TRY WEEKLY.—The Splendid New Passenger Steamers Cirr of Hunssylle, Jone Suppson, and Emnastr, will leave Nashville every Monday, Wednesday and Friday, at 6 o'clock P. M., connecting at Paducah with the daily Louisville and St. Louis U. S. Mail Boats, and at Memphis with the addition of the control o pais with the splendid New Orleans steamers Eulietin, 1f.
R. W. Hill, Geo. Collier, and Mary Agnes, giving through
lickets from Nashville to either of the points above named.

The accommodations of this line cannot be surpassed, and
passengers will find it by far the speediest means of travel

For freight or passage apply to A. L. DAVIS. A. HAMILTON, Agents at Nashville

NEW ORLEANS AND NASHVILLE REGULAR PAS-BELLE-KEY, PEYTON A. KEY, lowwander. This large and magnificent Steamer is now undergoing a thorough
repair at Louisville, and will take her place as a Regular
Packet in the above trade as soon as there is sufficient water, In point of speed, comfort and safety, the BELLE-KEY is unsurpassed on the Western waters, which, with the long experience of her gentlemanly Commander and the acknowledged business capacity of her Clerk (Mr. Lewis Northern.) enables us confidently to recommend her to the business and travelling community. Mr. Northern.) ness and travelling community. Mr. Northern will give prompt personal attention to filling orders for Gruceries, &c.

Nashville, Louisville and Cincinnati Regular Weekly Packets. THE Splendid new Passenger Steamers, STATESMAN, H. G. McCowas, Master, STATESMAN, H. G. McCoras, Master,
JOHN P. TWEKD, DAVID MILLARD, Master,
will make regular trips in the above trade, leaving Nash
ville every Tuesday, at 4 o'clock, P. M. Returning, will
leave Cincinnati every Wednesday, at 4 o'clock, P. M.
The above boats are A No. 1, and are officered by experienced business men, who will be thankful for orders for
merchanding and recoviries to proceed to the control of t merchandise, and promise to give satisfaction to all who usiness to their care.

JOHNSON, HORNE & CO.

Nashville and Louisville Weekly Packet, WM. GARVIN, C. T. REEDER, Muster, HIS splendid Steamer is nearly com-pleted, and will be at Nushville the first I pleted, and will be at Nashville the first rise of the river. She will carry 4:00 tons and her accommodations for passengers are unequaled by any boat of her dimensions. She will be commanded by Capt. C. T. REEDER, long and favorably known to our community, and the Capt. nity, and the Cumberland river trade, generally, She will make regular weekly trips, leaving Los TUESDAY'S and Nashville on FRIDAY'S, at M. At the former place passengers will find various ailroad and Steamboat lines to convey them to any point destination they may desire, viz. The old established li-Ciscinnati, Union line to Wheeling, Pittsburg and Lou-ille line, Jefferson Railroad, Ac., &c. All affording the molest accommodations, combined with a All orders will be filled as low as at Cincinnati.
For Freight or Passage, apply to septo—if HENRY T. YEATMAN, Agent.

TEAMERE, HOWARD, R. V. Noarnean, Master This splendid continue a regular packet during the season between this port and New Orleans. She will leave on the first rise of water. For freight or passage apply to J. & R. YEATMAN, Agents,

Saint Louis and Nashville Semi-Weekly Steam SALLIE WEST CAPP. J. V. THUDOS THE above splendid steamers will com-mence their regular trips on the first rise in Cumberland River, and continue in a the trade during the season, leaving Nashville and St. Louis every Tuesday and Saturday at 4 P. M. For freight or pas-

THE AMERICA.—THIS FA-vorite Passenger and Freight steamer, now at Smithland, has been thoroughly re-paired the past summer, and will resume her regular trips under the command of Capt. Jussa Joneson, between this port and New Orleans, on the first rise of water, and con ue until the season is closed. For freight or passage ap-

DODD & CO., HATTERS-144 Main Street, Cincinsati.—We open our Fur Rooms this morning, (Oct. 25th.) prepared to exhibit a larger stock of Ladies' Furs, of very choice qualities, than we have ever before offered, embracing Russian, Hudson Bay, and Canada Sables; Stone Marten; Fitch; Squirrel; Lvnx; and all the lower grades of Furs, made up in latest styles. Some very handsome Robes and Foot Muifs for carriages.

ALSO-Ladies' and Missea' Black and Drab Beaver and Felt Bonnets; very handsome Beaver Flats; for Misses; Riding Hats, Gloves, and Whips; Boys' Hats and Caps.

To Fur Rooms on Second Floor.

WM, DODD & CO.,
nov15—8t

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LIST OF NEW PUBLICATIONS A HISTORY OF THE INSURRECTION IN CHINAith notices of the Christianity, Creed, and Proclamations of the insurgents, by Dr. Yvan and M. Cazzanr; and a supplementary Account of the most recent events; edited by Joan Oxeroso, with Fac simile of Chinese Map, and Por-

trait of the Insurgent Chief. 13mo, Muslin. THE CZAR AND THE SULTAN; or Nicuotas and Appet Maneue their private lives and public actions. By Admin Gilson. To which is added

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COLERIDGE'S COMPLETE WORKS.-Edited by Prof. Shedd. With an Introductory Essay upon his Philosophical and Theological Opmions. Complete in 7 Volumes, With a fine Portrait in Vol. VII. Small 8 vo. Vol. I. Aids to Reflection and Stateman's Manual, II. The

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Author of "The History of the United States of America," CLOUDED HAPPINESS -- A Novel, Trunslated from the French of the Countess D'Orsay. Svo., paper. CORRESPONDENCE OF DR. CHALMERS.-Edited by his son-in-law, Rev. WM. HANNA, L L D. 12mo. muslin. CRANFORD .- By the author of "Mary Barton," "Moor

W. T. B. & CG. have also just received CUMBERLAND'S PLAYS, 12 vols. THE MODERN DRAMA, 11 vols. S. The BRITISH DRAMA, 2 vols.

4. DODSLEY'S OLD PLAYS, 12 vols.

er. L. L. D.

Magazine, paper. NEW BOOKS. Miss Bromer's Homes of the New World. Impressionof America-translated by Mary Rowitt. 2 vols, 12 mo. On Civil Liberty and Self-government. By Francis Lieb-

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